

IN THE SPECIFICATION:

Page 1, before the first line, please insert the following heading: -- Title of the Invention --;

Page 1, after line 2, please insert the following heading: -- Field of the Invention --;

Page 1, after line 5, please insert the following heading: -- Background of the Invention --;

Page 2, before line 1, please insert the following heading: -- Summary of the Invention --;

Page 3, after line 7, please insert the following heading: -- Brief Description of the Drawings --;

Please delete the paragraph at Page 3 lines 23-27 and insert the following paragraphs as amended:

Fig. 5 is a schematic front perspective of a first fuel distribution structure in accordance with the present invention; ~~and,~~

Fig. 6 is a schematic cross-section of a second fuel distribution structure in accordance with the present invention[.]; and,

Fig. 7 is a schematic cross-section of a prior art combustion chamber with a fuel injection nozzle.

Page 3, after line 28, please insert the following heading: -- Detailed Description of the Invention --;

Please delete the paragraph at Page 3 line 29 bridging over to Page 4 line 7 and insert the following paragraph as amended:

Fig. 1 schematically illustrates a combustion chamber 1 of an engine. The combustion chamber 1 is coupled to an air flow conduit 2 which comprises a passage 3 which leads to a diffuser 4 which in turn presents an air flow 5 to a fuel injection nozzle 6 in the direction of arrowhead A. It will be noted that the cross-

sectional area of the air flow 5 is less than the swirl vane elements of the fuel injector 6. It will be understood that the diffuser 4 is typically an annular channel such that the air flow 5 takes the form of an annular ring of air flow in the direction of arrowhead A. This annular ring of air flow impinges upon the nozzle 6 whereby the swirl vanes 7 create air flow vorticity and turbulence to allow intermingling with fuel delivered in an injector portion 8 of the nozzle 6. It will be appreciated that it is the turbulent mixing of the air flow and fuel which creates the appropriate distribution for combustion within the chamber 1.